iasj; and the electric engines can not move on that;

(b) -whether the committee had also recommended other disqualities oi ihe said sleeper including limitation of its life up to 15 years; and

(c) if so, what are the reasons that the Railway Board had ordered to purchase fifteen Iakh of sach sleepers despite the recommendation of the Safety Standard Committee on a much higher price?

THE MINISTER OF RAILWAYS (SHRL C K. JAFFER SHARIEF): (a) No Committee by the name Safety Standard Committee of Railways, 1991 was constituted. However, a Committee o'f three Directors of Railway Board was constituted on 19.12.88 to put up a detailed document and action plan regarding use of FRC sleepers vis-a-vis CST-9 sleepers. The Committee recommended that concrete sleepers should be used on A & B routes where the speed will be 130 Kms. per hour and above and having traffic density of more than 10 GMT and carrying heavy axle loads. For all other routes where the speed is going to be less than 130 Kms. per hour. CST-9 sleepers should be used as they are more economical.

(b) The Committee stated tliat the life expetancy of CST-9 sleepers is 212.5 years. No other disqualities were mentioned by the Committee.

(ic) Based upon the requirement of Zonal Railways, orders for purchase of 1,40,000 tonnes of CST-9 sleepers over a period of more than two years have been placed on various manufacturers. 'These sleepers will be used on sections where the speed is going to be less than 130 Kms. per hour, or for casual renewals to maintain the tracks in safe condition.

...Proposal to privatise city booking.. agencies

2236, SHRI KRISHNA KUMAR BIRLA; Will the Minister of RAIL WAYS ibe pleased to state:

(a) whether Government have any proposal under its consideration to privatise city booking agencies;

(b) if s0) whether such a step will create Mackmarketing of railway tickets;

(c) if BO, the reasons therefor;

(d) whether Government propose to review its functioning on booking to minimise the rush; and

(e) if so, the details thereof?

THE MTNISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (c) City Booking Agenices are already privatised and are run on Contract. Generally these agencies predominantly deal with unreserved tickets where there is practically no scope for black marketing. Watch is kept on th e City Booking Agencies for their proper functioning as per the terms of the contract.

(d) Bassd on requirements, additional booking windows are opened and the working hours of the existing windows are extended to reduce the rush.

(e) Dots rot arise •

Non.implementation of the Report of the Railway Fare and Freight Committee

2237. SHRI RAMDAS AGARWAL:
SHRI SATISH AGARWAL:

Will the Minister of RAILWAYS be please to state:

(a) whether it is a if act that the Report of the Railway Fare and Freight Committee which was submitted to Government in December last is stil] lying in cold storage as reported

in the Financial Express on 15th July, 1994;

(b) whether it is also a fact that none of Committees 373 recommenda tions have so far been implemented except certain unproductive/piece meal suggestions; and

(c) if so$_s$ by when Government are likely to examine/implement fare panel's Report, with reasons for the inordinate delay in this matter?

THE MINISTER OF RAILWAYS (SHRI C'. K. JAFFER SHARIEF): (a) to (c) The Railway Fare & Freight Committee have made 373 recommendations on fare and freight structure, classification oi" commodities, concessions for travel, minimum distance for freight charges, rationalisations, of freight traffic etc. Out of these 373 recommendations important recommendations regarding (i) levy of uniform reservation fee (ii) reduction in minimum distance for freight charge (iii) re-duction in the number of classifications of commodities (iv) enhancement of the rebate for movement of damageable commodities in open wagons; and (v) reduction in the distance block fo$_r$ freight charge beyond 2400 kms from 50 km to 25 km have been accepted with suitable modifications and implemen fed while framing the Railway Budget 1994-95. There is no delay in examination and implementation of the recommendation of the report as action has already been taken as above.

Purchase of Railway wagons

2238. SHRI K. R. MALKANI: Will the Minister Of RAILWAYS be pleased to state:

(a) whether it is a fact that Government are reducing its purchase of railway wagons in West Bengal and increasing its purchase of imported wagons:

(b) what is the rationale for this policy interms of performance and price;

(c) how much unemployment this policy create in the Indian wagon industry; and

(d) what will be the outflow of foreign exchange on this account?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir. The purchase of wagons has reduced during 1994.95 due to reduction in the requirement of wagons. Railways have not imported any wagons against their Rolling Stock Programme.

(b) to (d) Do not arise.

Floating ot Eurobonds

2239. SHRI ISH DUTT YADAV: SHRI AAS MOHAMMAD:

Will the Minis-r of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have decided to float Eurobonds to reduce the interest liability;

(b) if so, what are the details thereof; and

(c) to what extent Government would be able to raise money?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) There is no proposal with the Government at present for raising any money through issue of Euro-bonds.

(b) and (c) Do not arise.

Introduction of Palace on wheels type trains

2240 SHRI KRISHNA KUMAR BIRLA: SHRIMATI VEENA VERMA: SHRI RAJNI RANJAN SAHU:

WiH tha Minister of RAILWAYS be pleased to refer to the answer to Unstarred Question 4827 given in the